

Olivia Haines Blackburn

FRA-2006-26099-616

October 10, 2006

To Whom it may Concern,

I have written about  
this problem before, and now  
will do so again.

The DMT & project,  
if completed, will do  
irreparable damage to  
Rochester. Not only would  
it beset our town, causing  
grave problems, it would raise  
our taxes when the railroad  
defaults on the loan, which  
surely they must.

I am not clever enough  
to express how I feel deeply  
about this threat to the  
town I have grown up in  
and love dearly. I can  
only ask sincerely - that  
it not go through.

Elvira Harris Blackburn

# DM&E VS. THE TRUTH

## DM&E SAYS:

"The project will and has attracted a huge amount of private financing."

—*South Dakota AP,*  
July 14, 2006

"To charge DM&E with the worst safety record in the industry is ridiculous."

—*Kevin Schieffer,*  
quoted in the *Huron Daily Plainsman,*  
July 28, 2006

## THE TRUTH IS:

Then why would DM&E need 2.9 billion from taxpayers? In fact Kevin Schieffer, the CEO of DM&E, has admitted that "we are a tiny little railroad, and don't have two nickels to rub together." (MPR, 2002)  
That's not who you lend billions to.

According to the government's most recent Rail Safety Statistics Annual Report, DM&E has  
a) the worst overall safety record  
b) worst train accident rate,  
c) 2nd worst highway crossing incident rate, and  
d) 4th worst employee death, injury and illness rate,  
of all US railroads.

Let your voice be heard! Say "NO" to the DM&E project—and "YES" to our local communities.  
Express your concern at [dmetraintruth.com](http://dmetraintruth.com).

Or write: David Valenstein, environmental program manager, Federal Railroad Administration, 1120 Vermont Ave., N.W. Mail Stop 20, Washington, D.C. 20590

 **Track The Truth**   
[WWW.DMETRAINTRUTH.COM](http://WWW.DMETRAINTRUTH.COM)

10/9/06

Dear Mr. Valenstein,

I am strongly opposed to the DM&E expansion through the heart of Rochester, MN. The proposed expansion will needlessly endanger the health, safety, and jobs of tens of thousands of people living in and around Rochester, home of the Mayo Clinic.

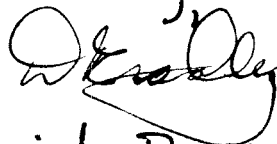
In addition, DM&E's loan request amounts to the worst kind of pork barrel

P1

Corporate welfare imagineable.

Do what is right for  
the people of Rochester,  
Minnesota & America;  
DENY the DM & E request  
for a \$2.3 billion taxpayer-  
funded loan.

Sincerely,



David Bradley

2804 2nd St SW

Rochester MN

55902

10/9/06

Dear Mr. Valenstein,

I am writing to urge you to deny DM&E railroad's request for a \$2.3 billion taxpayer-funded loan. As a physician and parent, I am extremely concerned about the potential for a derailment in Rochester, MN that will endanger my patients & my family. Such a catastrophic event is entirely conceivable, given that DM&E has averaged 7.5 times more train accidents than the national rate.

As a taxpayer, I think it

→

is shameful that the federal  
government would consider loaning  
\$2.3 billion to a company with  
no reasonable ability to pay it back.  
The federal government should NOT  
finance this flawed project.

Please stand up for my  
community, home of the Mayo Clinic.

The DM & E project cannot be  
allowed to go forward.

Sincerely,

Elizabeth A. Bradley

Elizabeth A. Bradley M.D.

2804 2nd St SW #201

Rochester MN 55902

10/9/06  
1825 Fox Valley dr, SW  
Rochester, MN  
55902

## Against the train

About a week ago I heard horrible news that a DM+E train would be soon running right through the middle of Rochester, MN. What a way to destroy our town!

Did you know that there is a top hospital, the Mayo Clinic, in Rochester. The ambulance will be 5-10 minutes away. Now you can go to the hospital. Well, here comes that old jumbo sized (pounding, piece of steel and has to make them wait. Oh "goody", "huzzah", the coal and gas (who knows what) made it on time, but the victim in the ambulance didn't make it at all.

Another reason to dislike the train idea is, it is a waste of gas. Gas is going to be used on our cars and on this train. The train already is



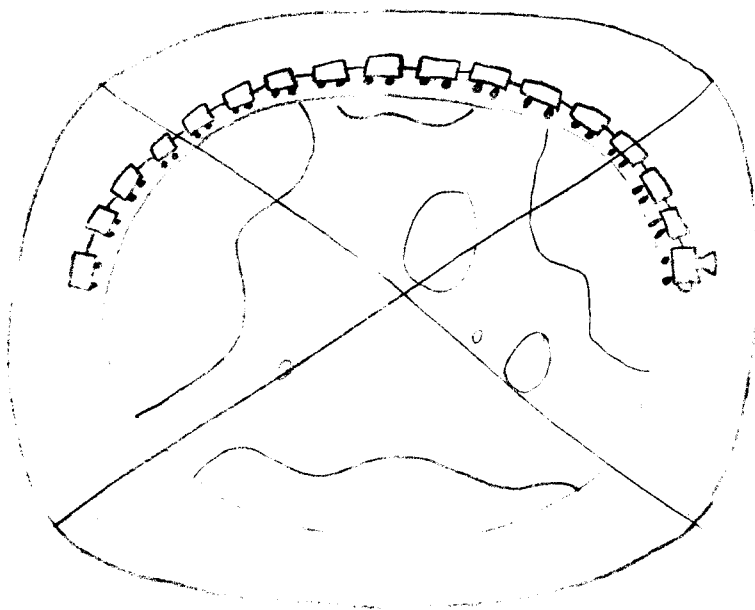
expensive enough so the gas will cost a lot too.  
We are all the ones paying for it, heck, we don't  
even want it. That is like buying a pair of  
pants that don't fit, and you'll never grow into,  
you'll never like, and are way too expensive.  
With our money we want to use it on something  
that will help the world & not destroy it.

I could write & talk for hours about how  
this train shouldn't be here. I still have some homework  
to do, but I'm glad I got time to write something  
before the deadline tomorrow.

Thank you to all the nice people out there  
who are trying to change this. I know I'm  
only 12 years old but please listen to what I  
have to say. Sincerely, ~~M. Britton~~

~~Britton~~  
M. Britton →

LAME TRAIN  
NO  
MORE!



David Valenstein  
Environmental Program Manager  
Washington, D.C.

September 27, 2006

Dear Mr. Valenstein,

I am writing to express my opposition to a federal loan to DM&E railroad for the project that would run through Rochester, MN. I am a 29-year resident of Rochester and I work in a building in downtown Rochester that is within 2 blocks of the DM&E line.

① Why does the U.S. government want to compromise the safety and integrity of one of our nation's foremost medical centers? DM&E has the worst safety record of all large railroads in the U.S. A hazardous spill near downtown Rochester would spew deadly gasses throughout the Mayo Clinic. Safe evacuation of all patients and staff would be impossible. Evacuation of my workplace (not a Mayo Clinic building) would be impossible. It is inconceivable to fathom why the United States government would put the world's premier destination medical center at such risk. A hazardous materials spill here would be a national disaster.

② Why is the U.S. government granting what is in effect, a gift of \$2.3 billion to DM&E?

Given DM&E's financial history and potential for income, there is no logical way that DM&E will be able to repay my tax dollars. The terms that are being offered to DM&E for repayment of this "loan" are highly irregular. Who is really behind this deal?

Undersecretary Shane invited opinions of Rochester residents at a public forum in Rochester on August 25, 2006. You have my opinion: STOP the DM&E project now!

Sincerely,  
Barbara DeCramer  
Barbara DeCramer  
2720 Ridgewood Ct. S.E.  
Rochester, MN 55904

cc: President George W. Bush  
Senator Norm Coleman  
Senator Mark Dayton  
Congressman Gil Gutknecht

Friday  
September 29, 2006

Dear Mr Valenstein:

I am very much opposed to the 2.3 billion loan to the DM+E and the plan to run the train through the city of Rochester.

This loan is of public, taxpayer money, and the company will probably default so we will be left footing the bill. They should ~~compete~~ compete in the public marketplace for funds.

The company has a poor safety record and there is no need or justification to run this line through our city, threatening the safety of our citizens, patients, and the ability of the Mayo Clinic to fulfill its mission of caring for patients in a safe environment.

We have been asked to write by Jeffery Shone, Undersecretary of Transportation, who spoke here on August 25, 2006.

Thank you for your consideration.

Robert P. Dmajzohi OVER

Robert P. Dinapoli  
910 Ninth Ave SW  
Rochester, MN  
55902-6315.

Wednesday  
Oct 4, 2006.

Dear Mr Valenstein:

I am writing to you as a concerned citizen and former Mayo physician who worked 40 years as a neurologist.

As a citizen and voter, I am very concerned about loaning tax dollars to DM+E, especially without public discussion or scrutiny - I believe this is permitted now on the basis of a legislative change which involved lobbying by a DM+E lobbyist. Further this company has not earned the right to this degree of public support. I hope you will not allow this loan to be approved.

As a physician who worked taking care of patients for almost 40 years, I am very concerned about this company's poor safety record and their apparent lack of concern for public safety and the dangers to patients seeking care here. Mayo Clinic is a leader in medical care and a unique medical resource and

should not be threatened by coal trains and other trains which may carry hazardous material only a few hundred yards from the outpatient practices, diagnostic buildings, and a large hospital.

Your own agency is aware of "serious safety problems" as recently as Oct 2005.

There is absolutely no justification for DM+E to be able to run coal and other trains through downtown Rochester, threatening its citizens and the environment of medical practice of Mayo Clinic, a national and international treasure of medical practice, research, and education.

Please remember your responsibility for fiscal prudence and citizen safety and well-being as you consider this matter.

Sincerely,

Robert P. Dinapoli MD

Robert P. Dinapoli MD

910 Ninth Ave S.W.

Rochester, MN 55902-6315



October 9, 2006

David Valenstein  
Environmental Program Manager  
Federal Railroad Administration  
1120 Vermont Avenue, N.W.  
Mail Stop 20  
Washington, D.C. 20590

Dear Mr. Valenstein:

I have had the opportunity to work as a nurse at Mayo Clinic for 36 years. During this time, the Rail project proposed by the Dakota, Minnesota + Eastern (DM+E) Railroad is one of the most frightening things I have encountered. I have encouraged members of the community to become well informed of the facts of the DM+E Rail project, understand the consequences of a hazardous materials spill near the downtown area, and speak out against increased rail traffic.

In the past five years, I've had to learn a lot about hazardous materials. As a leader of 6,200 nurses, patient care assistants, caregivers and others involved in patient care in the Clinic and hospitals, I'm also second in command for emergency preparedness at Mayo Clinic. I attended the Center for Domestic Preparedness for specialized advanced training that taught me to think of hazardous chemicals as potential weapons of mass destruction. And I helped plan in precise detail how Mayo Clinic would handle a disaster involving hazardous materials.

My worst fear is a train accident causing a release of a toxic gas, such as anhydrous ammonia, in downtown Rochester. An alert about a vapor cloud and the gas itself would reach Mayo Clinic about the same time, giving few people a chance to evacuate.

Mayo's ventilation system cannot be closed completely, so the toxic gas would circulate into the subway system and buildings. Hundreds, possibly thousands, of patients, visitors and Mayo Clinic employees would be killed or injured. Rochester Methodist Hospital would be crippled because the victims would include the people trained to provide emergency medical treatment. Rescue personnel could not enter the hot zone. Rochester Fire and Police, with their resources focused on the accident site, could not help. Victims from throughout the downtown area would be taken to Saint Marys Hospital, which would have to manage the accompanying contamination.

In the aftermath, the city would have to deal with contaminated groundwater. Contaminated buildings could not be occupied for up to two months. Mayo Clinic would shut down for that time, forcing people who need our medical expertise to go elsewhere. Many of our local patients would return to Mayo Clinic. But how many from other parts of the region, nation and world would travel to receive medical care at the site of a chemical disaster?

Mayo Clinic and Rochester would never be the same. Imagine the aftershock. Mayo Clinic Rochester would eliminate thousands of jobs. Our suppliers in the area would cut back. Hotels and restaurants would close. Medical professionals and others would move in search of work. Unemployment, bankruptcies, divorce, mental health problems and a variety of other indicators of social strain would increase.

I'm passionate about the business of patient care and the Mayo Clinic principle that the needs of the patient come first. Planning disaster scenarios taught me that efforts to improve safety and minimize risk exemplify putting patients first.

DM+E's proposed rail project runs in the opposite direction. The railroad is determined to schedule more trains, run at higher speeds and carry more hazardous materials - anhydrous ammonia, ethanol and more. All of those factors - plus the fact that DM+E had 7.5 times more train accidents than the industry's average rate the past six years - increase risk of an accident involving a release of hazardous materials. Despite the catastrophic consequences of an accident near Mayo Clinic, DM+E dismisses our concerns, berates us publicly, refuses to reroute or limit shipments of hazardous materials through Rochester, and has offered no protection against a chemical disaster.

DM+E's plan is a serious threat to the life and health of thousands of people in and around an international destination medical center. I would expect that the federal government would not subsidize such risk to public safety. It's time for our government to do what is logical, prudent, right and fair to protect our community.

Sincerely,

Doreen K. Frusti, RN

Doreen K. Frusti, MSN, MS, RN  
Chair, Department of Nursing  
Mayo Clinic Rochester

Linda C. Gregory  
5722 Colonial Lane SE  
Rochester, MN 55904

David Valenstein, Environmental Program Manager  
Federal Railroad Administration  
1120 Vermont Ave., N.W.  
Mail Stop 20  
Washington, D.C. 20590

October 9, 2006

Dear Mr. Valenstein,

If something just doesn't feel right,  
it's almost always because something  
isn't right. In the case of the DM+E  
expansion and upgrade through Rochester,  
Minnesota, it doesn't feel right because  
there are some aspects that are just  
wrong — two of them are major.

One is the proximity of the DM&E tracks to the Mayo Clinic. The second is the enormous federal loan ear-marked to fund the project.

The Mayo Clinic is one of the world's most respected medical centers, treating many thousands of patients with special medical needs each year; patients that come from throughout the Midwest, the entire nation, and around the world. The DM&E project should not be allowed to jeopardize the safety and function of a valued institution that ~~has~~ been in the making for over 100 years and continues to advance the practice of medicine.

In addition, in this time of out-of-control government spending and burgeoning federal deficits, it is outrageous to consider "loaning" \$2.3 billion to an ill-run railroad company.

The DM & E project will not add \$2.3 billion in value to our society and, given their past performance, the company is not likely to payback such a loan. That a \$2.3 billion dollar loan may be granted under such circumstances without public scrutiny and approval is especially troubling in our "open" democracy.

The Federal Railroad Administration needs to make responsible decisions and impose the requirements necessary to safeguard the Mayo Clinic and to wisely use taxpayer dollars.

Don't allow the DM & E to expose the Mayo Clinic and City of Rochester to safety risks and disruption. Don't allow the squandering of tax dollars on such a risky deal.

Thank you for your consideration,  
Linda C. Gregory

Linda C. Gregory

To Whom It May Concern,

We have many concerns concerning the DM+E going through the town of Mankato. These are safety, destruction of property, disturbances due to trains, health concerns, and finally property values being affected.

We are concerned about the DM+E's safety record. There are a lot of children in the neighborhood. The tracks are a fascination for the children. They can't stay away. Also train safety worries us. We wouldn't want a coal car to roll into our new house.

A more frequent train will cause destruction to the neighborhood houses. Some of these effects are cracks. House settling unevenly and faster than it should could cause house to ~~be~~ literally crumble beneath the owners feet.

Trains cause disturbances in the neighborhood. They cause noises that are unpleasant. Also rumbles and shaking cause the afore mentioned destruction. And it is uncomfortable especially during sleeping hours.

Therefore these concerns cause bad things to happen. Safety records and concerns affect everybody. Property destruction ~~and~~ causes property worth to go down. Disturbances caused by this increase of train traffic cause many things to happen for destruction of property and children's abilities at school for lack of sleep

OVER

Health concerns caused by this are bad - illness's  
and ~~acute~~ evacuations due to spills. Please  
weigh all these concern ~~of~~ with all the  
benefits (economic??) for Mankato or even ~~the~~  
Rochester. Thanks for for reading this!

Gregg Muff  
Sen. Chris

620 Park Ln  
Mankato, MN  
56007



7 Oct 06

Dear Mr. Valenstein:

I write re: a loan being sought by the D.M. & E. RR. to the tune of \$2.3B of federal funds, to upgrade tracks through Rochester, Minnesota.

My father and grandfather worked a combined 80 yrs on the Chicago Northwestern RR and I am a big railroad fan.

However, the DM & E RR has had one of the worst safety records in the industry, despite hauling noxious and toxic materials.

The loan itself is to a company with what would be a debt ratio of nearly 100%, nothing required for collateral, and no down payment. It would leave the company with a debt over 20x its total equity.

My greatest concern in this matter is actually more of a local focus.

Namely, the DM&ER line goes directly through Rochester, Minnesota and within 500 feet of one of America's greatest treasures....

The Mayo Clinic, the state's largest private employer and the busiest, most famous medical facility in the world.

The Mayo is the "court of last resort" for the sickest patients from around the world. Mayo's two in-patient facilities hold over 2,000 pts who could not be quickly or easily evacuated.

The DM&ER has not so far shown any good faith or concern for public safety nor convenience and should be denied the FRA loan.

Sincerely,

Heuduclos

October 9, 1966

John M. Hunt, Ph.D.  
441 Desnoyer Avenue  
St. Paul, MN 55104Mr. Paul A. Johnston, International Program Manager  
Federal Bureau of Investigation

200 Vermont Avenue, N.W., Washington, D.C. 20535

Dear Mr. Johnston:

I am sorry you have a frame of reference -  
and a methodology, however - to make you not  
to approve the research and/or report for  
being faulty for expansion of the word "harmful"  
repeated. The same word of mine is the  
primary source to the FBI. I have  
mentioned several times that the same problem in  
Rochester, Minnesota, that can I wait from  
a number of all the increased train traffic  
through town. The point comes first, and  
I have no way to be fair to it. The point  
is upheld and supported by many people.  
I have no way to say that the  
the situation is the same. I have  
the same as a national because but  
I am sure to be given to many people  
such as Mr. [unclear] it is a serious matter -

John M. Hunt, Ph.D.  
441 Desnoyer Avenue  
St. Paul, MN 55104

When I read this story, I immediately suspect  
the author is not writing for the  
purpose of some advertisement, but through  
his own wish to write.

The FFA has the money to build, so the  
you can imagine the... of... world.  
It might be a... can... and...  
in... of... from... note.  
... through... to... Some... injured  
... of... change... ...  
... ... ...  
... ... the... ...  
... to... ... from...  
... ... have a...  
... on... ...  
... is... the...  
to the FFA...  
... the...  
... of...

W. M. Hunt, Jr.

John M. Hunt, Jr.

John M. Hunt, Jr.

John M. Hunt, Jr.

John M. Hunt, Jr.

John M. Hunt, Jr.

Oct 7, 2006

Kaula, Catherine

FRD

1126 Vermont Ave NW

Mail Stop 20

Washington DC 20540

Dear Catherine,

I am writing to draw your attention about the DM+E proposal to update testing in train lines.

Have you personally seen the test report car upcoming Coal Branch? I have. And they are awfully expensive! I think it's better to run one back year (let alone up to 30 times) down to Rochester, MN.

Rochester is a unique community. It contains the main campus of the University. Many clinics and their two major hospitals. Thousands of patients are in Rochester for diagnosis and treatment.

The Coal Branch rail travel project has to stop May 2006. The noise, vibration and debris from them will be detrimental. The environment will suffer greatly.

Since the DM+E has a further reputation of accidents rate than the <sup>average</sup> ~~average~~, then no damage could be done to the community. If a happen and accident would it should occur. Many thousands of people will be affected!

Please consider our genuine concern of allowing these trains to travel through our

city.

Thank you for your consideration.

Sincerely

Charlene M. Kyle

1207-6th ST SW

Rochester MN 55902

CLYDE B. LAMP, JR., M.D.

107 YORKSHIRE DRIVE  
PITTSBURGH, PA 15238  
(412) 963-0588

October 12, 1966

David H. Atkinson, Administrator,  
Federal Railroad Administration  
1120 Vermont Ave. N.W.

Mail Stop 20  
Washington D.C.

Dear Sir:

I am writing in opposition to a Federal  
Government loan of \$500 million dollars to the Dakota,  
Minnesota and Eastern Railroad for the purpose of  
carrying traffic through Rockwell, the N.E. & W.

Many large territorial landowners must  
be subject to Governmental authority and approval.  
In all these situations, the Government should  
be willing to log the roads through national forests  
and private mining. The National Forest Service  
should be willing to make a deal with the  
Dakota, Minnesota and Eastern Railroad for the  
purpose of carrying traffic through Rockwell, the N.E. & W.  
and the Government should be willing to make a deal  
with the Dakota, Minnesota and Eastern Railroad for the  
purpose of carrying traffic through Rockwell, the N.E. & W.

I am writing to you to express my concern  
that the Government should be willing to make a deal  
with the Dakota, Minnesota and Eastern Railroad for the  
purpose of carrying traffic through Rockwell, the N.E. & W.  
and the Government should be willing to make a deal  
with the Dakota, Minnesota and Eastern Railroad for the  
purpose of carrying traffic through Rockwell, the N.E. & W.





4897 Meadow Crossing Rd SW  
Rocklister MN 55902  
10/5/06

Mr. David Valenstein,

I am a resident of Rocklister MN and am dismayed by the process of how DM+E railroad is seeking my money through a FRA loan of 2.3 billion dollars. DM+E's safety record is abysmal with numerous derailments, only a minority of which are due to old tracks. The FRA in 2005 cited DM+E for "serious safety problems" and noted the DM+E's management is a major factor in the safety issues. It is the same management today. Please don't expose us to the risk!

If this proposal made any business sense, it could obtain private loans. But ~~has~~ say businessmen/leaders don't make high risk loans to high risk, likely to default companies. Why would the government risk our money on an extremely risky loan to a sketchy company with a long and bad safety record. I am not

a businessman but I understand risk/reward. All I see is risk with very little chance of reward. And Rochester will be left to live with the fallout. I urge you to think like a businessman and ask yourself if this large loan makes business sense. I urge you to think like a father and ask yourself if you would like your children to live next to these tracks. Please deny the DM+E loan, if it was a good deal, business/lenders will step in.

Sincerely

Bred Lewis

1. The first part of the paper discusses the importance of understanding the underlying mechanisms of the observed phenomena. This is crucial for developing effective interventions and policies. The authors argue that a comprehensive understanding of the system is necessary to address the complex challenges it presents.

2. The second part of the paper focuses on the methodology used in the study. The authors describe the data collection process, the statistical models employed, and the validation techniques used to ensure the reliability of the results. They emphasize the need for rigorous scientific methods in this type of research.

3. The third part of the paper presents the results of the study. The authors show that the proposed model accurately predicts the observed outcomes, providing strong evidence for its validity. They also discuss the implications of these findings for future research and practical applications.

4. The fourth part of the paper discusses the limitations of the study and potential areas for future research. The authors acknowledge that the current study has some limitations, such as the use of a specific dataset and the simplification of certain factors. They suggest that future research should aim to address these limitations and explore the broader implications of the findings.

5. The fifth part of the paper concludes with a summary of the key findings and a final statement on the importance of the research. The authors reiterate the significance of understanding the underlying mechanisms of the system and the potential for the proposed model to inform future research and practice.



8 OCT 2016

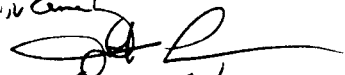
Dear Mr VALANSTEIN,

I am writing regarding the proposed Federal loan to DM+K. This company is highly leveraged and making it government loan of this size makes no financial sense. Their safety record is abysmal. This proposal if approved will have an extremely detrimental effect on the city of Rochester & pose a significant threat to the health & safety of the community including those regional, national & international patients treated at the Mayo Clinic.

(over)

I strongly urge the government to deny the loan at  
this time.

Sincerely,



John I. Long, MD

1423 Woodview Lane SW

Rochester, MN 55902

DEAR SIRs:

AN OLD SAYING GOES;  
"YOU CAN'T MAKE A SILK  
PURSE OUT OF A SOW'S  
EAR".

I BELIEVE THE D M&E  
WILL ALWAYS BE A "SOW'S  
EAR" AS FAR AS EVER  
BEING A VIABLE RAILROAD  
IS CONCERNED.

I THINK THE PROJECT  
WILL FAIL, A FEW PEOPLE  
WILL GET RICH AND THE  
U.S. TAX PAYER WILL BE  
STUCK, AGAIN.

IT BOGGLES MY MIND  
THAT A LOAN OF THIS  
MAGNITUDE WOULD EVER  
BE CONSIDERED SERIOUSLY  
FOR SUCH A RATTLE TRAP  
RAILROAD. OVER

DO THE RIGHT THING, SAVE  
THE TAXPAYERS SOME  
MONEY.

LET THE D.M.E. GET  
PRIVATE FINANCING.

SINCERELY  
JOE MARBACH  
Joe Marbach  
PIERRE, S.D.



Oct 10 2006

To Whom It May Concern,

Hopelodge Hospice - Ronald McDonald House -  
Mayo Clinic - St Marys Hospital - Methodist  
Hospital - Senior Citizen Center - Charter House  
Senior Housing - Lourdes High School - Longfellow  
Grade School - and several Hotels -

This is just a partial list of the places  
that are within blocks (blocks) of the DM&E  
railroad tracks. Tracks where a count of  
up to 30 trains a day will travel. School  
busses cross these tracks everyday.  
All medical care is on the south side of the  
tracks. What happens to those of us on  
the North side when Emergency Vehicles  
cannot get to the Hospital because of  
one of the numerous trains is blocking  
access to the Hospital?

Please do not allow DM&E to slice  
through the heart of this City of  
Caring - Rochester Minnesota -

Kevin Schieffer and DM&E have  
shown absolutely no compassion or care  
about the city's concern or the worry  
of us individuals.

Why cannot someone come here to Rochester to see what our concerns and worries are before making a decision that has such a huge effect on our City of Rochester and on our future.

There are 12 grade level crossings in the city, and an average coal train is 150 cars long. It would bring the city to a stop and back up traffic for blocks all over the city. This alone can put many lives at risk. IF a train should derail (and will with DME's safety record) it would be a huge disaster. And that describes exactly what this is - a disaster waiting to happen.

Please think about us the individuals whom live here before making a final decision. Please

Very Sincerely

Suzette Oberle

2515 27th Ave NW

Rochester MN

55901

Suzette Oberle

Glenn Lee Pearce  
1135 Tiger Lane SE  
Rochester, MN 55904  
October 10, 2006

David Valenstein  
Federal Railroad Administration  
1120 Vermont Avenue N.W.  
Mail Stop 20  
Washington, D.C. 20590

Re: DM&E Loan Request

Kind Sir:

I decided at the last hour to voice my strong opposition to the DM&E request for \$2.3M loan to expand their rail service.

I have two main concerns. First, the DM&E Railroad has misled officials and the public into thinking that the DM&E Railroad is fiscally responsible and will repay the loan. They have not proved that in the past... clearly they have prioritized their spending on acquiring additional Railroad and paying their executives salaries and compensation. Second, how could our Federal Government overlook the safety concerns of the Mayo Clinic and the public?

Among thousands of ordinary citizens they have also treated former U.S. Presidents and dignitaries from Foreign Countries! The Mayo Clinic is an American Icon / a national treasure. How can their concerns be overlooked?

I strongly urge you to take action to prevent such a travesty that the DME & Railroad is bent on driving forward. Proportional to their revenues, they have paid little attention to improving the safety of their rails and equipment.

Thank you for your consideration of my concerns.

Glenn Lee Pearce  
Glenn Lee Pearce

2237 Telemark Ln NW  
Rochester, MN 55901  
October 2, 2006

Dear Mr. Valenstein,

I do not believe that the DM&E railroad should receive a \$2.3 billion loan from the federal government. This company has a bad safety record. I am a critic of quickly depleted natural resources. The money would be spent more wisely to develop new sources of energy.

Deer River, MN is the only city with a significant population along the proposed DM&E route. This project will be

devastating to our city.

Thank you for your  
consideration in this matter.

Sincerely,

Penelope Porter

Penelope Porter

2237 Telemark Lane NW

Rochester, MN 55901

(507) 281-0609

October 6, 2006

David Valenstein

Environmental Program Manager

Federal Railroad Administration

1120 Vermont Avenue NW

Mail Stop 20

Washington, DC 20590

Dear Mr Valenstein,

I have been following the DM&E project. As a citizen and a taxpayer I am very concerned about having coal trains coming through the city of Rochester. The train tracks would be coming through the heart heart of Rochester blocks away from the Mayo Clinic. In the event of a disaster how possibly could all the Mayo Clinic patients be evacuated? Just today there was a chemical fire in Raleigh NC. What would happen if such a thing happened in Rochester blocks away from a hospital with many critically ill patients?

I also am concerned and totally opposed that the federal government would even think of using my taxpayer money to fund a \$2.3 billion loan to a private company. The DM&E will never be able to repay the loan and the value of DM&E as a company is not sufficient to warrant such a loan. The DM&E has a terrible safety record which is another reason I simply cannot understand why

the government would use a massive  
taxpayer subsidy to a private company.

I thank you for listening to my concerns. I am  
truly worried that DM&E will destroy the  
character of our town. Please include my  
comments as official part in this matter.

Sincerely,  
Barbara Schmerbauch  
BARBARA Schmerbauch  
4137 57<sup>TH</sup> St Ln NW  
Rochester MN 55901



HERMAN J. SCHULTZ, M.D.  
2126 MacArthur, Houston, TX 77030-2104

DERMATOLOGY (retired)

TELEPHONE: 713 660-8620

October 09, 2006

Mr. David Valenstein, Environmental Program Manager  
Federal Railroad Administration  
1120 Vermont Ave., N.W. Mail Stop 20  
Washington, D.C. 20590

Dear Mr. Valenstein:

I am writing to express my opposition & concern re: the Federal Railroad Administration's proposal to allow the Dakota, Minnesota & Eastern Railroad to update its main line, which traverses the center of the city of Rochester, Minnesota. The purpose of so doing would be to accommodate frequent daily high-speed DM&E trains transporting coal and toxic chemicals. Not only is the FRA proposing to allow this, but it is even proposing to fund this via a \$2.3 BILLION loan to DM&E.

Now, I'm certain you are wondering why a guy who lives in Houston, Texas would be concerned about what might happen in Rochester, Minnesota. In my case, it's because I am a Mayo Clinic Alumnus. I spent 3 of the best years of my life living in Rochester, while serving a Dermatology-Fellowship (Residency) there.

I agree with other voices who are saying:

1. It makes no sense to grant a \$2.3 BILLION loan to DM&E, which will most likely never be repaid.
2. It makes no sense to increase the number of trains passing through the heart of Rochester from a few slow-moving trains/days to a large number of high-speed trains/days.
3. It makes no sense to risk train accidents in which toxic materials would be released — so close to Mayo Clinic and its patients & staff, and so close to the entire population of Rochester.
4. NONE OF THE ABOVE MAKES ANY SENSE, since other viable options which would avoid all these negatives appear to be available.

Living here in Houston, the petro-chemical center of our nation, we've had more than our share of plant explosions and train wrecks leading to hazardous material contamination. As a result, we now have many freeways & streets in Houston which are "off limits" to trains & trucks carrying hazardous

PAGE 2 OF LETTER TO MR. DAVID WALNSTEIN FROM HERMAN J. SCHULTZ, M.D.

materials. Not only is the risk immediate, at the time of the chemical exposure, but there are potential long-term effects: chemical burns, respiratory and neurological problems, carcinogenesis, and probably many other effects yet to be recognized.

Additionally, since Houston Metro opened its new "light rail" system a few years ago, we have seen many more train-auto accidents than had ever been anticipated.

Therefore, it seems a vastly better idea for the DM&E railroad line to bypass Rochester, rather than to criss-cross Rochester. Thank you for re-thinking this matter.

Sincerely,

Herman J. Schultz, M.D.

NOTE: I AM ENCLOSING A PRINTED COPY OF THIS LETTER,  
IN CASE YOU HAVE TROUBLE DECIPHERING MY HANDWRITING.

Thanks.

(HJS)

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Additionally, since Houston Metro opened its new "light rail" system a few years ago, we have seen many more train-auto accidents than had ever been anticipated.

Therefore, it seems a vastly better idea for the DM&E railroad line to by-pass Rochester, rather than to criss-cross Rochester. Thank you for re-thinking this matter.

Sincerely,  
  
Herman J. Schultz, M.D.



from the desk of

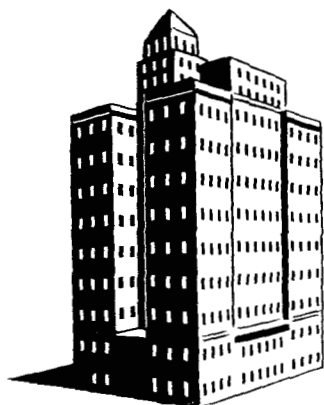
Robert E. Scoggin  
Minister of Music

Please read this  
and ask how you  
could possibly  
jeopardize the security  
and safety of the  
Mey Clinic by  
D.M. & E. properties,  
+ a loan which  
cannot be paid back  
by D.M. & E. and which  
may delay in emergency.

1655

# 7. MAYO CLINIC

WORLD-CLASS CARE WITH A HEALTHY DOSE OF MINNESOTA NICE



At any given time, the 87-year-old Mayo Clinic has more than 3,000 doctors on staff, is training another 3,000, employs some 50,000 allied health personnel, and deploys way more guys (and a few gals) sweeping the sidewalks and buffing the marble than one would think possible, given the great American health-care crisis. Five billion dollars passed through its hands last year, and in the process it conducted nearly \$400 million worth of medical research and treated 513,000 people from across the globe—hospitalizing 132,000 and operating 114,000 times. Do the math on a napkin, and, let's see...carry the one...that's some 500 surgeries a day.

Mayo is stocked with enough mad-scientist toys to make Lex Luthor blush: more MRI machines than can be found in all of Canada; a ginormous 12-Tesla magnet-equipped mass-spectrometer (dropped through the roof with a crane); a dedicated power plant. With its new gene research center and University of Minnesota campus, Mayo is making a play to become a global biotechnology hotbed. And it specializes in everything. Neurofibromatosis (commonly known as "elephant man disease")? Five thousand cases a year. Bone cancer? They can turn your ankle into a knee. Conjoined twins? That would be the media camp erected in front of the \$75-a-night motel across the street.

This feels like a place you can trust. In an age where the Nick Lachey look passes for business casual, Mayo still works coat and tie. Everyone's on salary, which means

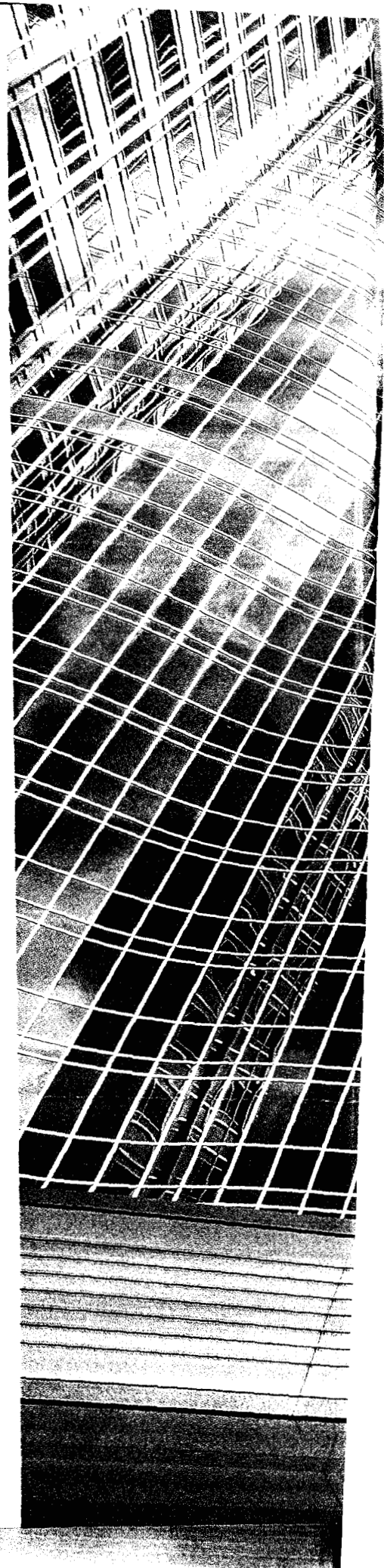
no one is too hurried, and everyone, even the CEO, wears a name tag. It is the largest private employer in the state, and arguably the most recognized medical-services brand in the world. And it runs like a manor at the height of the British empire. Its founders, Drs. William and Charles Mayo, were said to have written physicians letters chastising them for mowing their own lawns.

As the blue-chip destination for health care swarm service, Mayo has attracted patients as diverse as FDR, George Harrison, King Hussein, George H. W. Bush, Ronald Reagan, and the blond guy in the Backstreet Boys. It's where Lou Gehrig learned he had Lou Gehrig's disease, where Rep. Patrick Kennedy recently rehabbed after crashing his car, and if we are to believe *The Simpsons'* creator Matt Groening, where C. Montgomery Burns learned he had every disease known and unknown to man (they cancelled each other out).

Mayo's research is unparalleled. Currently, Eva Galanis is shepherding clinical trials to use the measles virus as a vector for genetic engineering against ovarian cancer. James Levine is designing a standing treadmill-based workstation. Aynsley Smith is finding the neurological underpinnings that explain why a person could miss a three-foot putt. And the clinic is all over that bird flu thing.

The place isn't perfect. Mayo couldn't prevent a young JFK from developing debilitating back problems or an old Ernest Hemingway from leaving its psych ward to go home and commit suicide. Their publications can make a person sleepy, and their vending machines don't always reflect stated wellness guidelines. But those who call the clinic a haven for the wealthy have failed to notice the Midwestern farmers and immigrant families in the waiting rooms. Mayo is for all of us, and it treats all of us in the same way—special.

**Paul Scott** is a Rochester-based freelance writer.



C. Abner 1, 2006

David Valenski  
Environmental Program Manager  
Federal Railroad Administration

Dear Mr. Valenski

I would like to ask your kind attention regarding the matter of DMSE's plan of running high-speed trains & cargo through the community of Rochester, NH. I am sure you are by now informed of the fact DMSE has one of the worst accident records for railroad operations. The track through which DMSE trains will be running is right in the middle of the community and close to the Mayo Clinic. The increased volume & speed of DMSE trains with hazardous cargo pose a very real & unacceptable risk to the hundreds of patients in one of the largest health care institutions in the country.

It is also appalling to me that DMSE is asking for 2.3 million dollars when it has been a money losing business with a capitalization of only 111 million dollars. It is very obvious that Smith

Dakota Senator John Thune, a former well paid  
DM+E lobbyist, is practicing pork barrel  
with his illogical support in using taxpayers'  
money to give to DM+E for ~~that~~  
ridiculous projects.

Your attention is greatly appreciated.

Respectfully,  
~~Shower~~

Tison L. Su

1206 Birchby View Ln, SW

Proctor, MN 55902